

CENTRAL AREA ELEMENT

A PART OF THE LAND USE ELEMENT

OF THE

GENERAL PLAN

1976 - 2000

CITY OF LIVERMORE

COUNTY OF ALAMEDA

INSTITUTE OF GOVERNMENTAL
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ADOPTED BY

CITY COUNCIL

UNIVERSITY OF CALIFORNIA

RESOLUTION NO. 296-77 December 30, 1977

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INTRODUCTION AND GOALS

INTRODUCTION

This plan establishes policies for the development of the Central Area of the City of Livermore. It includes the area bounded by Chestnut Street on the north, Fifth Street on the south, Murrieta Boulevard on the west, and Junction Avenue on the east. It is based on the information compiled in the Livermore Central Area Development Plan prepared by Grunwald, Crawford and Associates. The plan is divided into the following sections:

- I. LAND USE POLICIES
- II. CIRCULATION AND PARKING POLICIES
- III. DESIGN POLICIES
- IV. IMPLEMENTATION

GOALS

The following goals are established for the Central Area:

- 1. Provide for a wide range of shopping and social experiences; a concentration of financial services; an opportunity for retention and preservation of existing residential areas.
- 2. Strengthen sales and other tax revenues from the Central Area by increased commercial activity and diversity.
- 3. Make the Central Area a place that is convenient, accessible, and more comfortable; a place that reflects the values and needs of the whole community.
- 4. Encourage activities and uses that make the Central Area a usable area during the daytime and evenings.
- 5. In the first phase of development provide a north-south pedestrian link between "P" and "L" Streets, from Railroad Avenue to the existing commercial development on First Street.

I. LAND USE POLICIES

The map labeled Figure 1 identifies the location of the various land use designations. The land use categories with an explanation of their main purpose and location are as follows:

A. CENTRAL COMMERCIAL

The central commercial pattern includes the existing central business district (CBD) and future expansion extending throughout the major portion of the railroad area as a direct extension of the existing core. The intent of development in this area is to:

1. Create new major generators of business and community activity near the middle of the Central Area in proximity to the existing commercial core.
2. Improve the attraction of the existing downtown area by increasing the amount of parking and generally upgrading the visual qualities.
3. Link the old and new elements of commercial activity.
4. Cluster retail uses for the convenience of the pedestrian shopper.
5. Provide a pedestrian mall as outlined in Goal 5 along the general alignment of "N" Street through the Southern Pacific property. Buildings should be clustered around the mall with special consideration given to a zero (0) foot setback on Railroad Avenue, and be generally located between "M" and "O" Streets. Parking and circulation should be located on the eastern and western portions of the property between "P" and "L" Streets. There will be no parking between the zero (0) foot setback line and the buildings on Railroad Avenue.
6. Figure 3 is a sketch that indicates the intent of the City of Livermore concerning development of the property between "P" and "L" Streets from the Southern Pacific/Western Pacific railroad tracks to First Street.
7. Prohibit supermarkets from the superblock (area located between Railroad Avenue and First Street and "P" and "L" Streets). (Reso. No. 197-78, 7-17-78).

B. SERVICE COMMERCIAL

The service commercial area includes auto sales and repair, recreational uses, service activity, warehousing and corporation yards. These uses will provide close support for other activities in the Central Business District. The service commercial designation generally includes the following areas:

1. North of the Southern Pacific/Western Pacific railroad tracks between "I" and "L" Streets.

2. East of Livermore Avenue along Railroad Avenue.
3. West of Alpha Beta Square to the Fenton Avenue extension on the north side of Stanley Boulevard.
4. The southwest corner of Murrieta and Stanley Boulevards; all of the block bounded by Stanley Boulevard, Fenton Avenue and Murrieta Boulevard except for the property fronting on Fenton Avenue. No buildings shall be constructed on the eastern property line of this area which is adjacent to the Fenton Avenue property.

C. OFFICE

Office areas shown are the recognition of the continuing need for land in this category in areas bordering the central business district. It provides the option of multiple family development which will help support commercial activities in the Central Area. In addition, this land use is established for the area at the west end of the Central Area. It provides a transition from the commercial area to the residential area. The office-multiple family designation generally includes the following:

1. Between "S" Street and Fenton Avenue on the south side of Stanley Boulevard.
2. South of Central Commercial between Holmes Street and Livermore Avenue.

D. RESIDENTIAL URBAN, HIGH DENSITY AND MEDIUM HIGH DENSITY

Two residential densities, urban medium high and urban high at 8-18 units per gross acre respectively are proposed in the Central Area. In the urban medium high density residential areas, the intent is to retain the single family character for the most part. Although some multi-family units already exist in these areas, the quality and maintenance of single family homes warrants continuation of the present neighborhood character. This density of 6 units per acre is applied at the south end of the Central Area.

In the urban high density residential areas, the long-term proposal is for gradual transition from predominantly single family to multi-family development and acknowledgment of existing apartments.

Urban high density residential areas are proposed on the east and west sides of Livermore Avenue. The transition to multi-family in these areas has started to occur.

The urban high density is also applied at the southwest and northern portions of the Central Area. It reflects the apartment development south of Murrieta Boulevard and north of the railroad.

E. PUBLIC/INSTITUTIONAL

This includes community service uses. The three major uses in this category are:

1. Valley Memorial Hospital south of Stanley Boulevard 200⁺ ft. east of Fenton Avenue.
2. The proposed BART station north of Stanley Boulevard east of Murrieta Boulevard.
3. The building used for public purposes in Carnegie Park.

F. OPEN SPACE

This includes public parks and smaller green areas. The feeling of open space can be conveyed by the plazas, pedestrian ways, liberal landscaping, and mini-park development at intersections. The liberal landscaping of parking lots can even contribute to an open space atmosphere.

There is a need for a heavily landscaped corridor along the railroad to serve as a visual screen. This corridor, together with careful orientation of new buildings in the railroad area, can reduce the visual impact of the railroad.

The three major open areas in this category are:

1. Carnegie Park
2. Hansen Park
3. Centennial Park
4. The two quadrants at First Street and Livermore Avenue.

II. CIRCULATION AND PARKING POLICIES

A. STREETS

The map labeled Figure 2 is the transportation and circulation plan for the Central Area. The major streets are:

1. Stanley Boulevard, First Street, and Fourth Street between Holmes Street and Livermore Avenue as the east-west links.
2. Holmes Street, "P" Street, "L" Street, and Livermore Avenue as the north-south links.
3. One-way cuplets for First and Second Streets should be considered in the future.
4. An 88-foot right-of-way is established for Railroad Avenue between "P" and "L" Streets. The following street designs may be considered for the 88-foot right-of-way:
 - a. Reduction of turning lanes.
 - b. Separation of the pedestrian movement and vehicle flow on Railroad Avenue.
 - c. Installation of curvilinear street.
5. Railroad Avenue between "L" Street and Livermore Avenue will be compatible with the remainder of Railroad Avenue.

B. BICYCLE LANES

Bicycles are encouraged in the Central Area. The streets designated for bicycle lanes are:

1. Stanley Boulevard, Railroad Avenue, and Third Street as the east-west routes.
2. "Q", "P", and "K" Streets - North Livermore Avenue, Church Street, and Junction Avenue as north-south routes.

C. TRANSPORTATION FACILITIES

The major transit designation is the BART Station in the area north of Stanley Boulevard, east and west of Murrieta Boulevard. Staging areas are also provided at various points in the Central Area. The new City Transit System will provide bus service from the outlying residential areas to the Central Business Area.

D. PARKING POLICIES

The following major policies are adopted:

1. To realize the greatest benefit to the public and downtown businesses, off-street parking areas will be provided on a common use basis. They will be located within convenient walking distance of the commercial uses in the Central Area.
2. Because of the limited availability and high cost of centrally located vacant land that might be developed for off-street parking, diagonal curb parking will be considered for all streets except designated major and collector streets and streets providing direct access from First Street to the area between "P" and "L" Streets.
3. Selected portions of minor streets should be converted to angle parking lots where right-of-way width will permit and where traffic circulation in the business district will not be severely impaired.
4. The highest priority is for the expansion of the "Merchants" lot west of Livermore Avenue between Railroad Avenue and First Street.
5. Employee parking is proposed east of Livermore Avenue between Railroad Avenue and First Street.

III. DESIGN POLICIES

A. SITE UTILIZATION

1. Buildings should be sited so as to utilize the natural features to their best advantage by:
 - a. Protecting from summer sun.
 - b. Using summer wind for cooling.
 - c. Using winter sun for heating.
 - d. Orienting toward natural vistas.
 - e. Incorporating existing landscaping.
2. The following considerations shall be given to encourage pedestrian-bicycle traffic between buildings and the surrounding areas:
 - a. Walking distances should be as short as possible.
 - b. Buildings, screen walls, and fences or other potential obstructions should be designed to facilitate pedestrian traffic by keeping routes direct and distances short.
 - c. Site entry should clearly separate auto/bicycle and pedestrian traffic.
 - d. Pedestrian areas should be illuminated when night time use of facility is expected.
 - e. Shaded rest areas, and drinking fountains should be provided wherever possible and appropriate.
3. The following considerations should be given to motor vehicle parking lots:
 - a. Large parking lots should be broken up by landscaping.
 - b. Whenever possible, parking lots should be coordinated with adjoining lots, and access provided to facilitate sharing of lots and reducing the number of driveways to streets.
 - c. Parking lot light fixtures should be of distinctive design compatible with the building architecture, and of a pedestrian scale. Light intensity should not exceed the intensity of street lights.
 - d. Parking should be located in back of the buildings.

B. LANDSCAPING

1. Landscaping should enhance the total design, soften the harshness of the environment, provide shade, and screen the unsightly.
2. Grouping of trees is highly desirable in parking areas and along pedestrian/bicycle paths to protect them from wind and sun. Grouping of tall trees should be encouraged wherever possible consistent with the scale of buildings, site and overall development.
3. Species of trees should be coordinated with existing or surrounding trees and should be an appropriate mix of deciduous and evergreens.
4. Irregularly shaped parcels and/or non-functional or otherwise unusable areas resulting from site design should be suitably landscaped rather than paved.
5. Special consideration should be given to on-site landscaping at street intersections or other areas of high use. This landscaping should provide a sense of order as a focal point for the passerby. Where parking lots are adjacent to such areas, the landscape should soften or screen these lots.
6. Drought resistant and indigenous plants should be used as landscaping materials.
7. Planting should be designed to deciduously shade the south and west walls of buildings and as much of the roof area as possible.
8. Existing trees should be retained.

C. ARCHITECTURAL CONSIDERATIONS

1. A reasonable transition should be provided between buildings of substantially different mass, shape, and/or style.
2. Appurtenances, such as mechanical, plumbing, and electrical equipment shall be appropriately screened.
3. Whenever possible, a building should be designed to avoid a western and southern window exposure. When this exposure is used, it should be protected with overhangs, indentations, deciduous trees, etc.
4. Paint alone should not be used to create dominant design features.
5. Imitative materials should be limited in use, and where used, be high quality representations.

6. Building walls on street property lines without landscaping should be interrupted at intervals by some architectural features such as openings, indentations, projections, overhangs, etc.
7. Two and three story buildings should be encouraged.

D. GRAPHICS

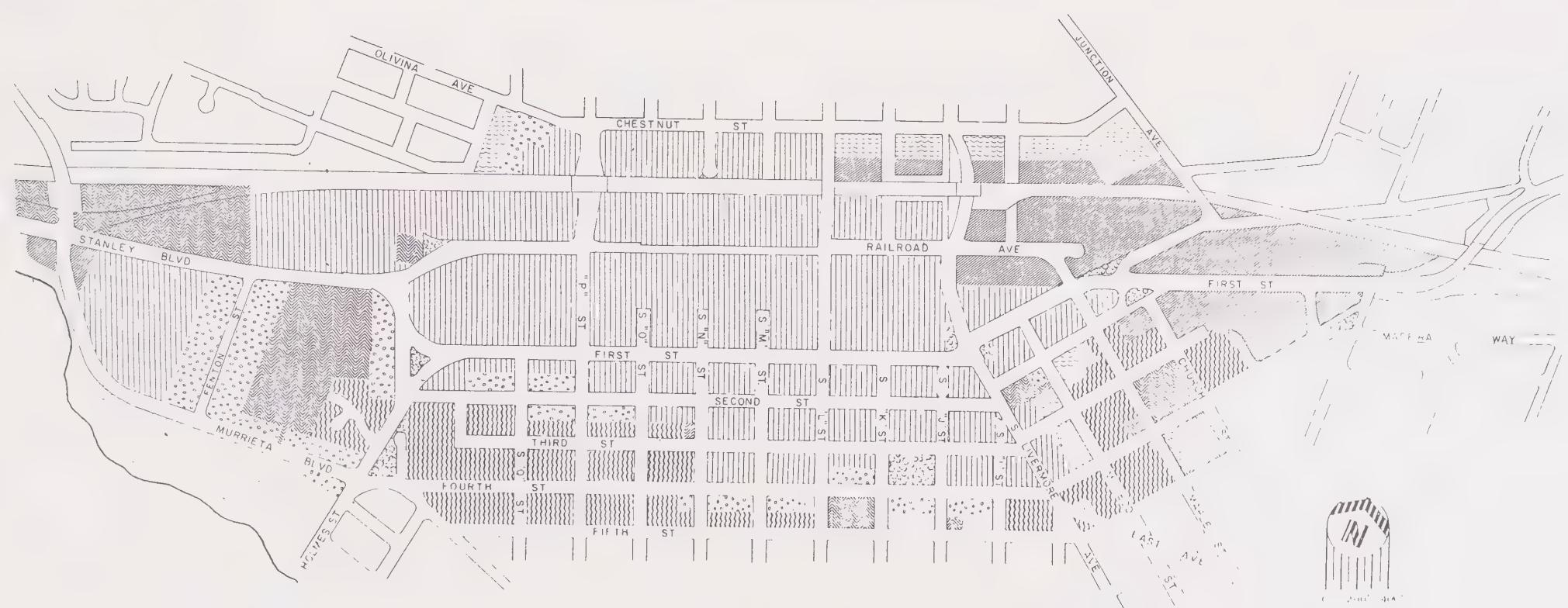
1. Graphics should correlate to architecture - size, shape, color, material, etc.
2. Graphics should be designed to permit change without major alterations.
3. Internally illuminated "can" type signs should be avoided.

IV. IMPLEMENTATION

A. CHANGES NECESSARY TO IMPLEMENT PLAN

1. Adopt this report as Central Area Element of the General Plan.
2. Rezone the properties within the study area to conform with the Central Area Development Plan.
3. Amend Section 21.46 (h) (6) of the Zoning Ordinance by deleting the reference to a grid pattern of trees.
4. Amend the General Plan to indicate a range of 8 - 18 housing units per acre. This would reflect the density of 18 units per acre allowed by the "RM" Zone.
5. Amend Section 13.00 of the Zoning Ordinance to allow multiple family development by Conditional Use Permit in the CO (Commercial Office) Zone. The RM (Medium Density Residential) density would be permitted.
6. Recommend that the City Council request the Fire Chief and Chief Building Inspector to investigate possibility of amending the Fire Zones to allow more flexible building design.
7. Amend the Zoning Ordinance to require a minimum 2:1 parking for large building sites in excess of one acre in the CB (Central Business) Zones.

FIGURE 1
 LAND USE PLAN
 FOR THE
 LIVERMORE CENTRAL AREA



ADOPTED 12-30-77
 BY CITY COUNCIL
 RESOLUTION NO 296-77

AMENDMENTS
 DATE RESOLUTION
 4-28-80 89-80
 7-28-80 225-80
 12-22-80 374-80

RESIDENTIAL

- URBAN HIGH DENSITY
14-18 du./ac.
- URBAN MEDIUM HIGH DENSITY

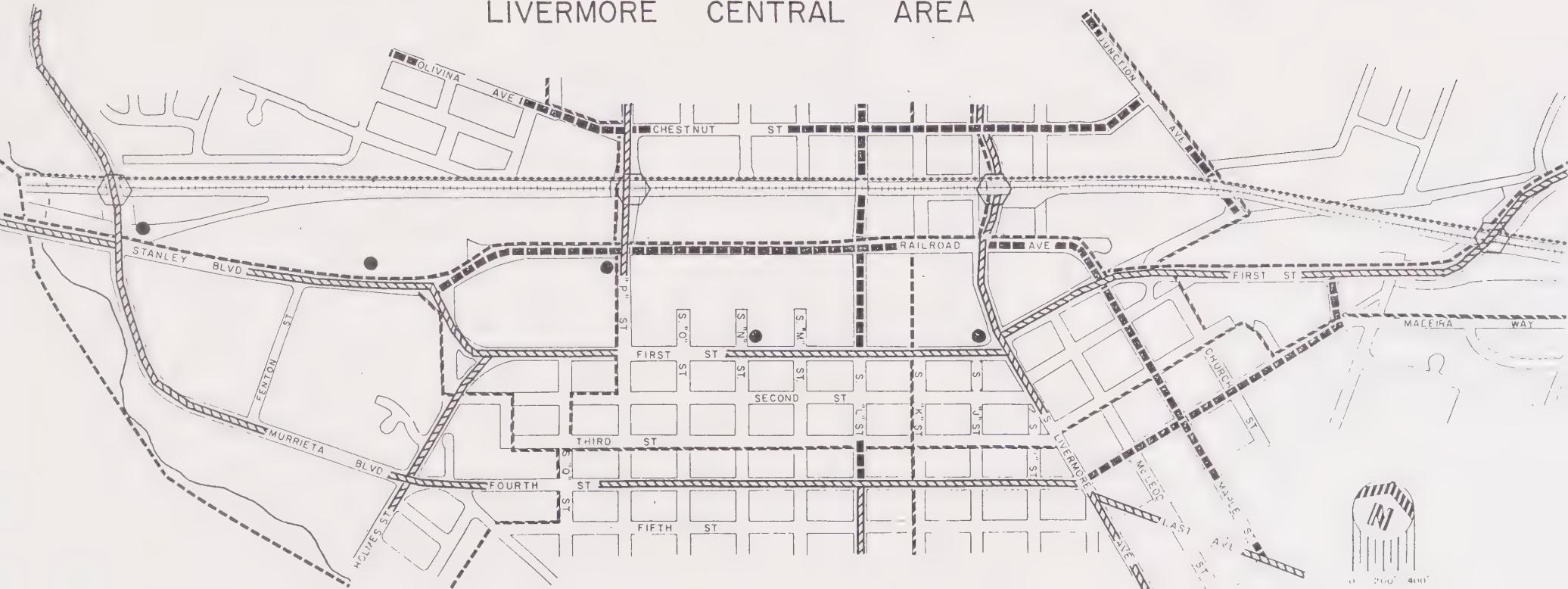
COMMERCIAL

- CENTRAL COMMERCIAL
- SERVICE COMMERCIAL
- OFFICE

OTHER

- PUBLIC/INSTITUTIONAL
- OPEN SPACE

FIGURE 2
 TRANSPORTATION CIRCULATION PLAN
 FOR THE
 LIVERMORE CENTRAL AREA

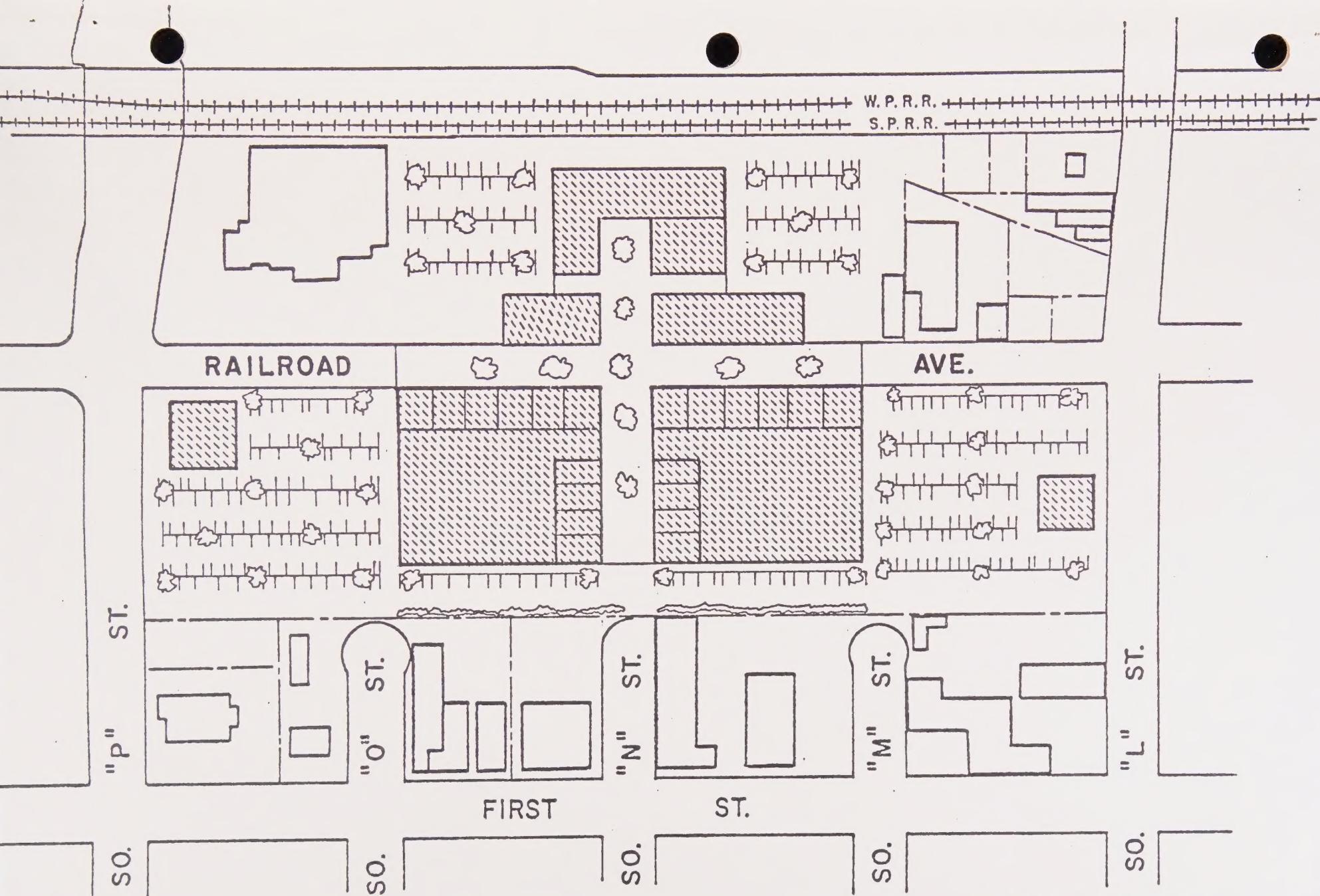


ADOPTED 12-30-77
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 RESOLUTION NO. 296-77

AMENDMENTS
 DATE RESOLUTION
 10-13-80 300-80

LEGEND

- MAJOR STREET
- COLLECTOR STREET
- B.A.R.T. LINE
- BICYCLE PATH
- BICYCLE LANE
- ◆ GRADE SEPARATION
- TRANSIT STAGING AREAS



LEGEND:

- PROPOSED MALL
BUILDING AREA
- PRESENT BUILDING
AREA

FIGURE 3

ADOPTED: 12-30-77
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RESO. NO. 296-77

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